~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds

WILBRAHAM

Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth

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1951 **Wilbraham**

STATE HIGHWAY LAYOUT #3880
Route 20, Boston Rd., relocation near North Main St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 34 PAGE 42.

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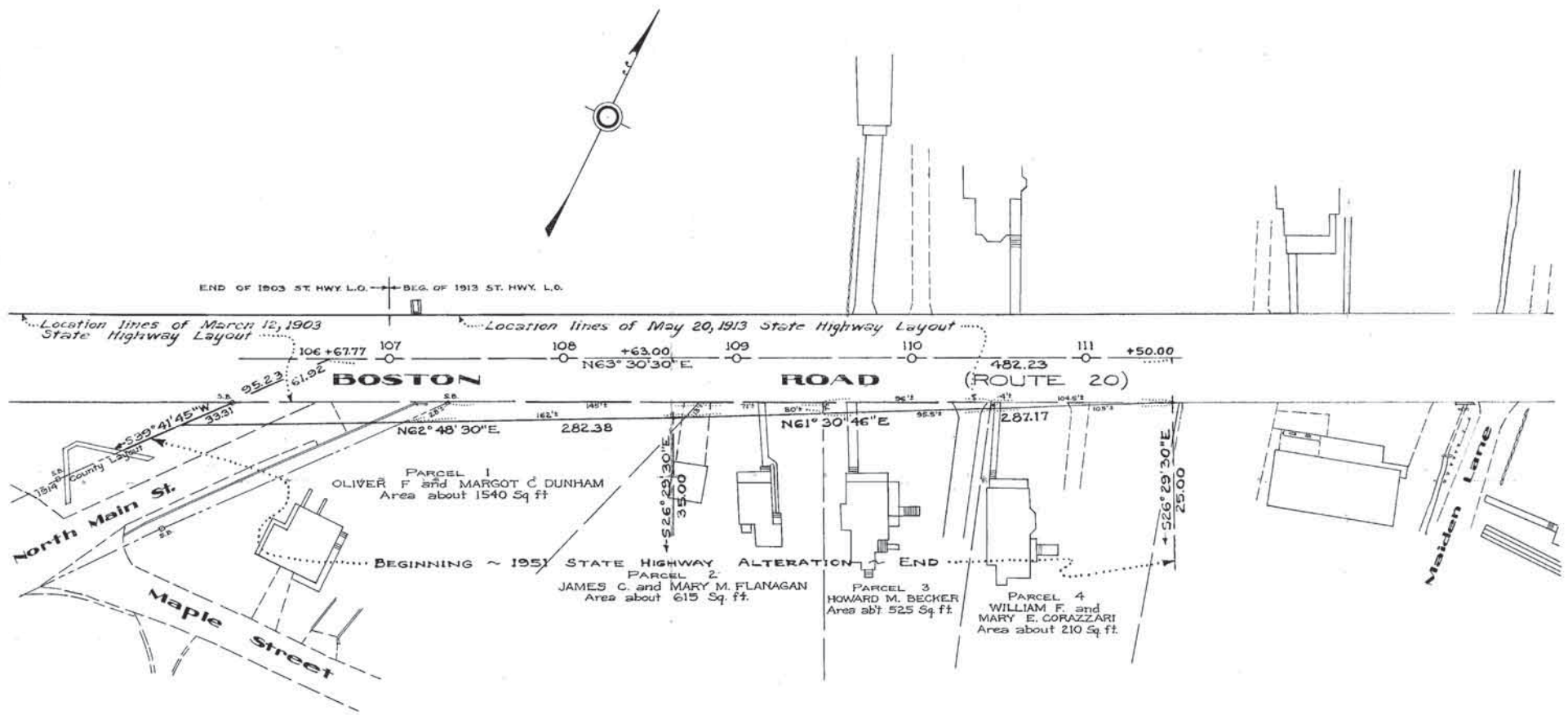
STATE HIGHWAY LAYOUT #3880

Image Info SH72001 Wilbraham
Image Info SH72001 Boston Road
Image Info SH72001 North Main Street
Image Info SH72001 Route 20

ONE SHEET



A TRUE COPY-ATTEST
Doris A. Worthen
Assistant SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State highway by the Department of Public Works on July 31, 1951 in accordance with Chapter 81 of the General Laws.

William F. Callahan
Benjamin N. Gorst
Frank V. Matera
Department of Public Works

The Commonwealth of Massachusetts

PLAN OF ROAD

in the Town of

WILBRAHAM

HAMPDEN COUNTY

Altered and laid out as a State Highway by the Department of Public Works

July 31, 1951

Scale: 40 feet to the inch

P. H. Kelley
Chief Engineer

Layout No 3880

This letter, certificate and plan received from City Clerk of Westfield on August 23, 1951, sent to him by mistake.

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 31, 1951.

Mr. Lewis A. Twitchell,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 31, 1951, alter the location of a section of State highway laid out in Wilbraham in the years 1903 and 1913.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Doris B. Worthen
Asst. Secretary.

Registered Mail.

R

The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 2020
and Order of Taking.

WHEREAS, the Massachusetts Highway Commission,

acting on behalf of the Commonwealth of Massachusetts, did, under date s of

March 12, 1963 and May 20, 1963,

lay out and take charge of as a State highway a road in the town of WILBRAHAM,

county of Hampden, **leading from**

to

and being known as

The Boston Road (Rou e 20),

as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden **, at** Springfield **, and in the office of the**

Town **Clerk of said** Town **of** Wilbraham **; and**

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening a portion of the State highway location laid out on March 12, 1903 and May 20, 1913. Said widening is located on the southeasterly side of the road between North Main Street and Maiden Lane, so called.

The section of State highway hereby altered and laid out is more fully described as follows:

The base line of location of the section of State highway hereby altered and laid out is identical with portions of the base lines of said 1903 and 1913 State highway layouts, and begins at station 106+67.77 of said 1903 layout base line and extends thence north 63° 30' 30" east 482.23 feet to a point at the end of the alteration, on the base line of said 1913 State highway layout shown on plan as station 111+50.00.

The northwesterly line of location of the section of State highway hereby altered and laid out is identical with the northwesterly location line of said 1903 and 1913 State highway layouts.

The southeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid 1903 State highway layout, at its junction with the northwesterly street line of North Main Street, said point bearing south 39° 41' 45" west and being 61.92 feet distant from the point of beginning of the above-described base line shown on plan as station 106+67.77, and extends thence (leaving said 1903 location line) by said street line of North Main Street, south 39° 41' 45" west 33.31 feet to a point bearing south 39° 41' 45" west and 95.23 feet distant from said station 106+67.77; thence leaving said street line, north 62° 48' 30" east 282.38 feet to a point bearing south 26° 29' 30" east and 35.00 feet distant from station 108+63.00 of said base line; thence north 61° 30' 46" east 287.17 feet to a point at the end of the alteration, on the southeasterly location line of the aforesaid 1913 State highway layout, bearing south 26° 29' 30" east and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 111+50.00.

The southeasterly line of location of the section of State highway hereby altered and laid out is further defined by bounds set at angle points and at the beginning and end of the alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under

the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Wilbraham county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use these parts of the public streets and ways in the town of Wilbraham which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Wilbraham Hampden County Altered and laid out as a State Highway by the Department of Public Works July 31, 1951. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

Parcel No.	Supposed Owner	Area	Award
1	Oliver F. and Margot C. Dunham	1,540 sq. ft.	$1.00
2	James C. and Mary M. Flanagan	615 sq. ft.	1.00
3	Howard M. Becker	525 sq. ft.	1.00
4	William F. and Mary E. Corazzari	210 sq. ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove all personal property from the premises on or before the fifteenth day of September, 1951 (unless otherwise agreed upon).

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is

located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirty-first day of July, 1951.

William F. Callahan
Benjamin H. Grout
Francis V. Matera
} Department of Public Works

A TRUE COPY-ATTEST
Doris B. Worthen
Asst. SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1952 **Wilbraham**

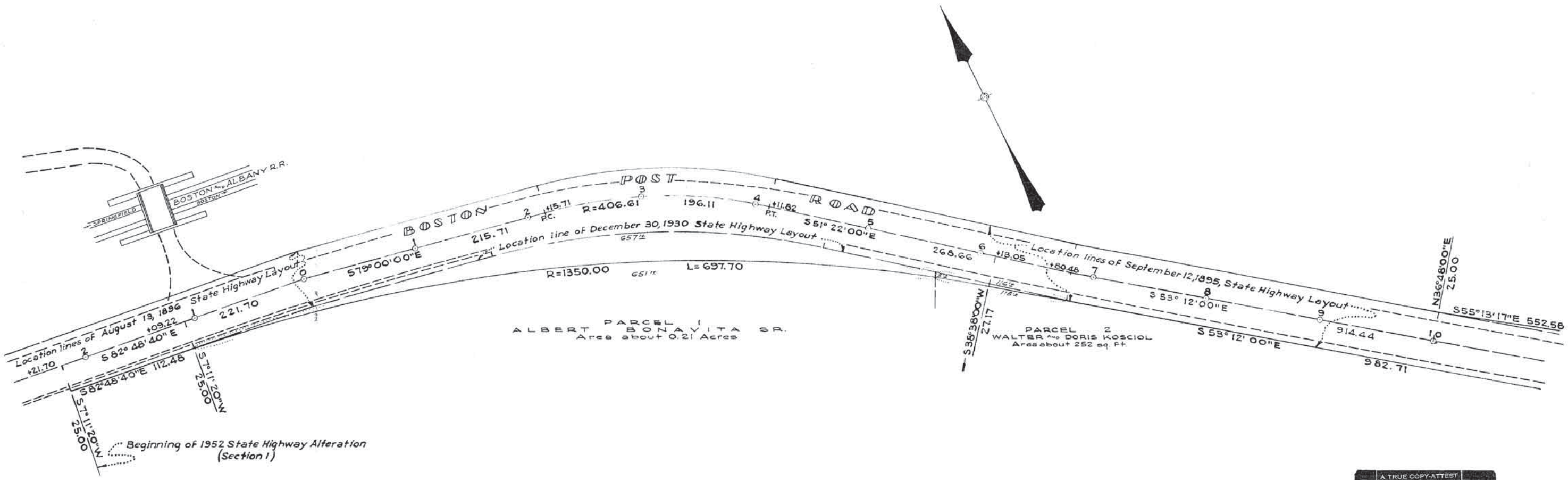
STATE HIGHWAY LAYOUT #3948
Route 20, Boston Rd., Old Boston Rd, easterly &
a section near Nine Mile Pond.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 35 PAGES 110-112.

INDEXING

STATE HIGHWAY LAYOUT #3948

Image Info SH72002 Wilbraham
Image Info SH72002 Nine Mile Pond
Image Info SH72002 Boston Road
Image Info SH72002 Boston Post Road
Image Info SH72002 Old Boston Road
Image Info SH72002 Route 20



A TRUE COPY-ATTEST
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on March 11, 1952 in accordance with Chapter 81 of the General Laws.

ACTING COMMISSIONER OF PUBLIC WORKS

Department of Public Works

The Commonwealth of Massachusetts
PLAN of ROAD
in the town of

WILBRAHAM

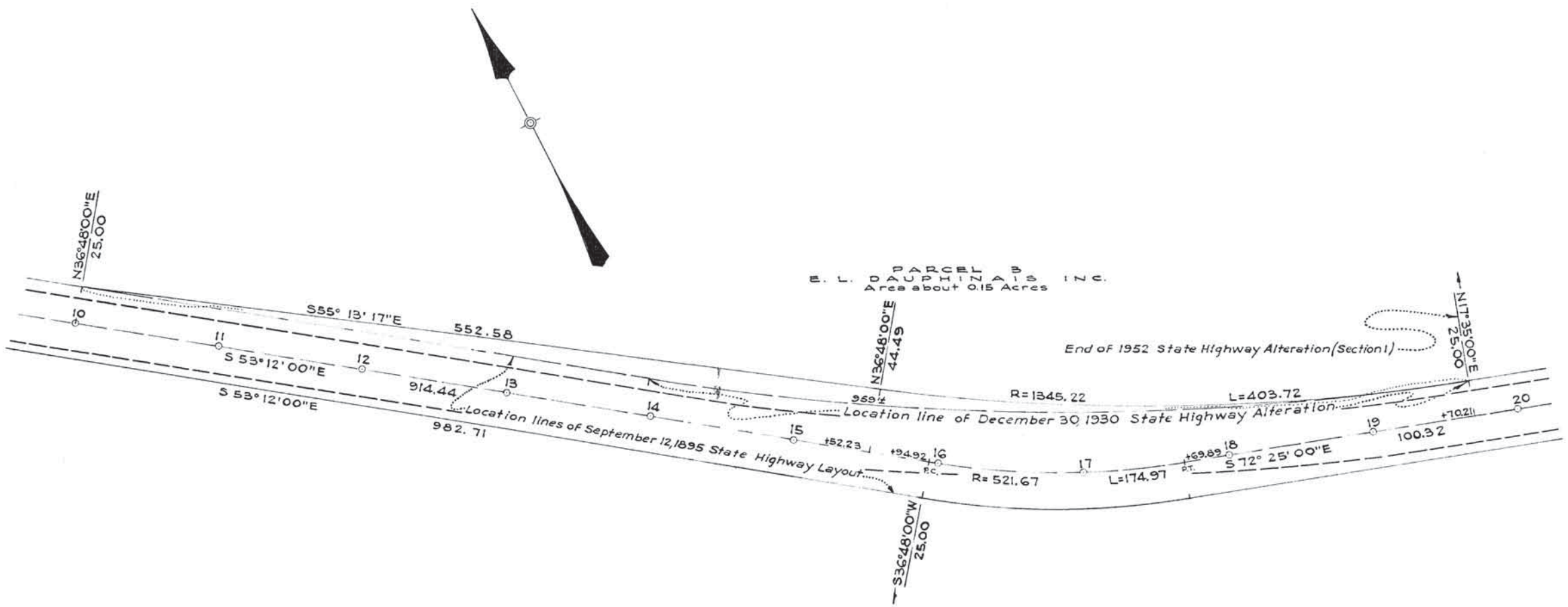
HAMPDEN COUNTY

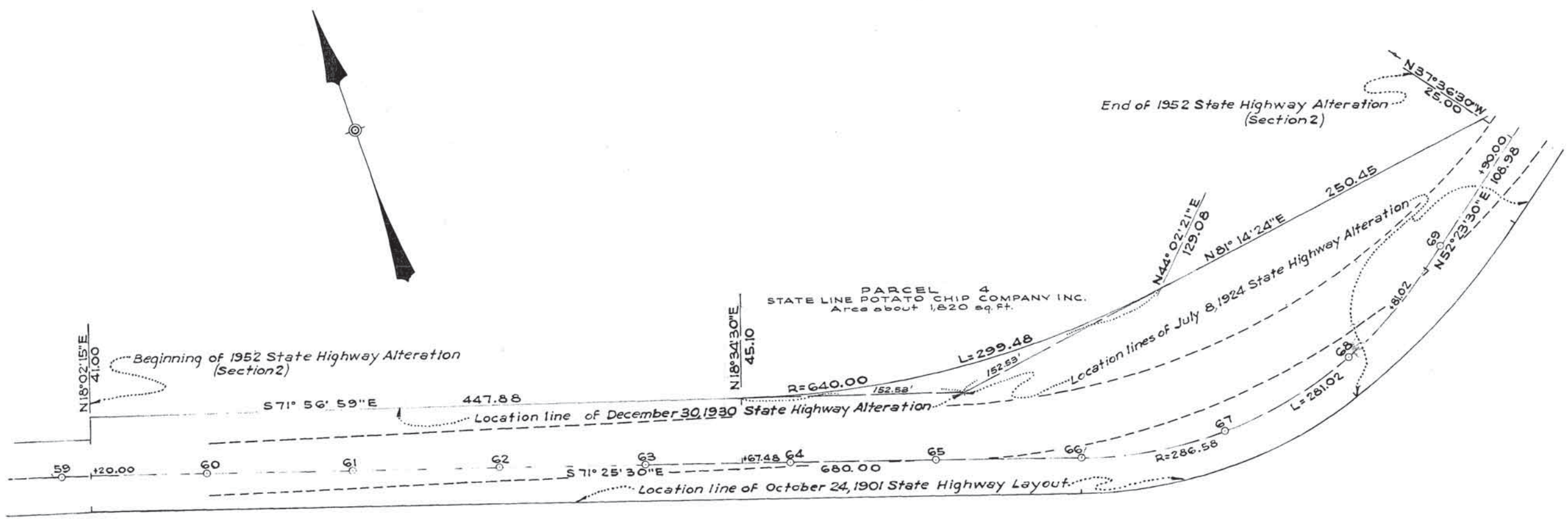
Altered and laid out as a State Highway by the Department of Public Works

MARCH 11, 1952

Scale: 40 Feet to the inch

Chief Engineer Layout No 3948


N36°48'00"E
25.00
PARCEL 3
E. L. DAUPHINAIS INC.
Area about 0.15 Acres
N36°48'00"E
44.49
N17°35'00"E
25.00
S36°48'00"W
25.00
S55° 13' 17"E
552.58
S 53°12'00"E
914.44
S 53°12'00"E
982.71
959.4
R=1345.22
L=403.72
End of 1952 State Highway Alteration (Section 1)
Location line of December 30 1930 State Highway Alteration
Location lines of September 12, 1895 State Highway Layout
+52.23
+94.92
P.C.
R=521.67
L=174.97
+69.89
P.T.
S 72° 25' 00"E
100.32
+70.21
10
11
12
13
14
15
16
17
18
19
20


End of 1952 State Highway Alteration
(Section 2)
N 37° 36' 30" W
25.00
N 81° 14' 24" E
250.45
N 44° 02' 21" E
129.08
Location lines of July 8, 1924 State Highway Alteration
190.00
108.98
N 52° 23' 30" E
69
68
181.02
L = 281.02
R = 286.58
67
66
65
64
63
62
61
60
59
+20.00
+67.48
680.00
S 71° 25' 30" E
Location line of October 24, 1901 State Highway Layout
PARCEL 4
STATE LINE POTATO CHIP COMPANY INC.
Area about 1,820 sq. ft.
N 18° 34' 30" E
45.10
L = 299.48
R = 640.00
152.58'
152.53'
Location line of December 30, 1930 State Highway Alteration
447.88
S 71° 56' 59" E
Beginning of 1952 State Highway Alteration
(Section 2)
N 18° 02' 15" E
41.00

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

March 17, 1952.

Mr. Lewis A. Twitchell,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of March 11, 1952 , alter the location of a section of State highway laid out in Wilbraham in the years 1895, 1896, 1901, 1924, 1930 and 1933.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~xxxxxxxxxxxxxxxxxxxx~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMorrow

Secretary.

Registered Mail.

R

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

----ooOoo----

Layout No. 3948
and Order of Taking

WHEREAS, the Massachusetts Highway Commission, acting on behalf of the Commonwealth of Massachusetts, did, under dates of September 12, 1895, August 13, 1896 and October 24, 1901, and the Department of Public Works, Division of Highways, acting on behalf of said Commonwealth, did, on July 8, 1924, and the Department of Public Works, acting on behalf of said Commonwealth, did, on December 30, 1930 and June 27, 1933, lay out and take charge of as a State highway a road in the town of WILBRAHAM, county of Hampden, being known as the Boston Post Road (Route 20), as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of Wilbraham; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening and re-establishing the State highway location laid out September 12, 1895, August 13, 1896, October 24, 1901, July 8, 1924, December 30, 1930 and June 27, 1933, and comprises two sections.

The sections of State highway hereby altered and laid out are more fully described as follows:

Section No. 1

The first section of State highway hereby altered and laid out consists of widening and re-establishing the location of the aforesaid 1895, 1896, 1930 and 1933 layouts.

The base line of location of the first section of State highway hereby altered and laid out is a portion of the base lines of the 1933 and 1930 layouts, and begins at station 2+21.70 of said 1933 base line and extends thence south 82° 48' 40" east 221.70 feet to station 0; thence south 79° 00' 00" east 215.71 feet; thence by a curve to the right of 406.61 feet radius 196.11 feet; thence south 51° 22' 00" east 268.66 feet; thence south 53° 12' 00" east 914.44 feet; thence by a curve to the left of 521.67 feet radius 174.97 feet; thence south 72° 25' 00" east 100.32 feet to a point at the end of the section, on the aforesaid 1930 layout base line, said point being shown on plan as station 19+70.21.

The northeasterly line of location of the first section of State highway hereby altered and laid out is identical with the northeasterly location line of the aforesaid 1896 and 1895 layouts between a point opposite the point of beginning of the above-described base line shown on plan as station 2+21.70 and a point bearing north 36° 48' 00" east and 25.00 feet distant from station 10+00 of said base line; thence leaving said 1895 location line and extending south 55° 13' 17" east 552.58 feet to a point bearing north 36° 48' 00" east and 44.49 feet distant from station 15+52.23 of said base line; thence by a curve to the left of 1345.22 feet radius 403.72 feet to a point at the end of the section, again on the aforesaid 1895 location line, bearing north 17° 35' 00" east and 25.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 19+70.21.

The southwesterly line of location of the first section of State highway hereby altered and laid out begins at a point on the southerly location line of the aforesaid 1933 layout, bearing south 7° 11' 20" west and 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 2+21.70, and extends thence, following said 1933 location line, south 82° 48' 40" east 112.48 feet to a point bearing south 7° 11' 20" west and 25.00 feet distant from station 1+09.22 of said base line; thence

leaving said 1933 location line and extending by a curve to the right of 1350.00 feet radius 697.70 feet to a point bearing south 38° 38' 00" west and 27.17 feet distant from station 6+13.05 of the aforesaid base line; thence south 53° 12' 00" east, for the most part by the southwesterly location line of the aforesaid 1895 State highway layout, 982.71 feet to a point bearing south 36° 48' 00" west and 25.00 feet distant from station 15+94.92 of said base line; thence, continuing by said 1895 location line, southeasterly (parallel to the above-described base line and 25.00 feet distant therefrom) to a point at the end of the section, opposite the point of ending of the aforesaid base line shown on plan as station 19+70.21.

Section No. 2

The second section of State highway hereby altered and laid out is located on the northerly side of the road, and consists of widening and re-establishing the location of the aforesaid 1901, 1924 and 1930 layouts.

The base line of location of the second section of State highway hereby altered and laid out is a portion of the base line of said 1901 layout, and begins at station 59+20.00 thereof and extends thence south 71° 25' 30" east 630.00 feet; thence by a curve to the left of 286.58 feet radius 231.02 feet; thence north 52° 23' 30" east 108.98 feet to a point at the end of the section, shown on plan as station 69+90.00.

The northerly line of location of the second section of State highway hereby altered and laid out begins at a point on the northerly location line of the aforesaid 1930 State highway layout, bearing north 18° 02' 15" east and 41.00 feet distant from the point of beginning of the above-described base line shown on plan as station 59+20.00, and extends thence, following said 1930 location line, south 71° 56' 59" east 447.88 feet to a point bearing north 18° 34' 30" east and 45.10 feet distant from station 63+67.48 of said base line; thence leaving said 1930 location line and extending by a curve to the left of 640.00 feet radius 299.48 feet to a point on the northerly location line of the aforesaid 1924 State highway layout, bearing north 44° 02' 21" east and 129.08 feet distant from station 66+00 of said base line; thence, following said 1924 location line, north 81° 14' 24" east 250.45 feet to a point at the end of the section, on the northerly location line of the aforesaid 1901 State highway layout, bearing north 37° 36' 30" west and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 69+90.00.

The southerly line of location of the second section of State highway hereby altered and laid out remains unchanged, being identical with that established by said 1901 and 1924 layouts.

The location lines of the sections of State highway hereby altered and laid out are further defined by bounds set thereon at angle points, points of curvature, at the beginning of the southwesterly location line of Section No. 1 and at the end of the northeasterly location line of said section; also at the beginning and end of the northerly location line of Section No. 2 and at the beginning of the southerly location line of said section.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Wilbraham, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Wilbraham which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Wilbraham Hampden County Altered and laid out as a State Highway by the Department of Public Works March 11, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

Parcel No.	Supposed Owner	Area	Award
1	Albert Bonavita, Sr.	0.21 acres	$1.00
2	Walter and Doris Kosciol	252 sq. ft.	1.00
3	E. L. Dauphinais, Inc.	0.15 acres	1.00
4	State Line Potato Chip Company, Inc.	1,820 sq. ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-fifth day of April, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eleventh day of March, 1952.

Philip H. Kitfield
Acting Commissioner of Public Works
Benjamin H. Grout
Francis V. Matera
} Department of Public Works

A TRUE COPY-ATTEST
Mary E. McMorrow
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1955 **Wilbraham**

STATE HIGHWAY LAYOUT #30
I-90, Mass Pike, Chicopee River to Palmer line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGES 50-60.

INDEXING

STATE HIGHWAY LAYOUT #30

Image Info SH72003 Wilbraham
Image Info SH72003 Palmer
Image Info SH72003 Chicopee River
Image Info SH72003 I-90
Image Info SH72003 Mass. Pike

SIX SHEETS

A TRUE COPY, ATTEST [signature] SECRETARY - TREASURER

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on APRIL 7, 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952

[signature] Chairman

[signature] Vice Chairman

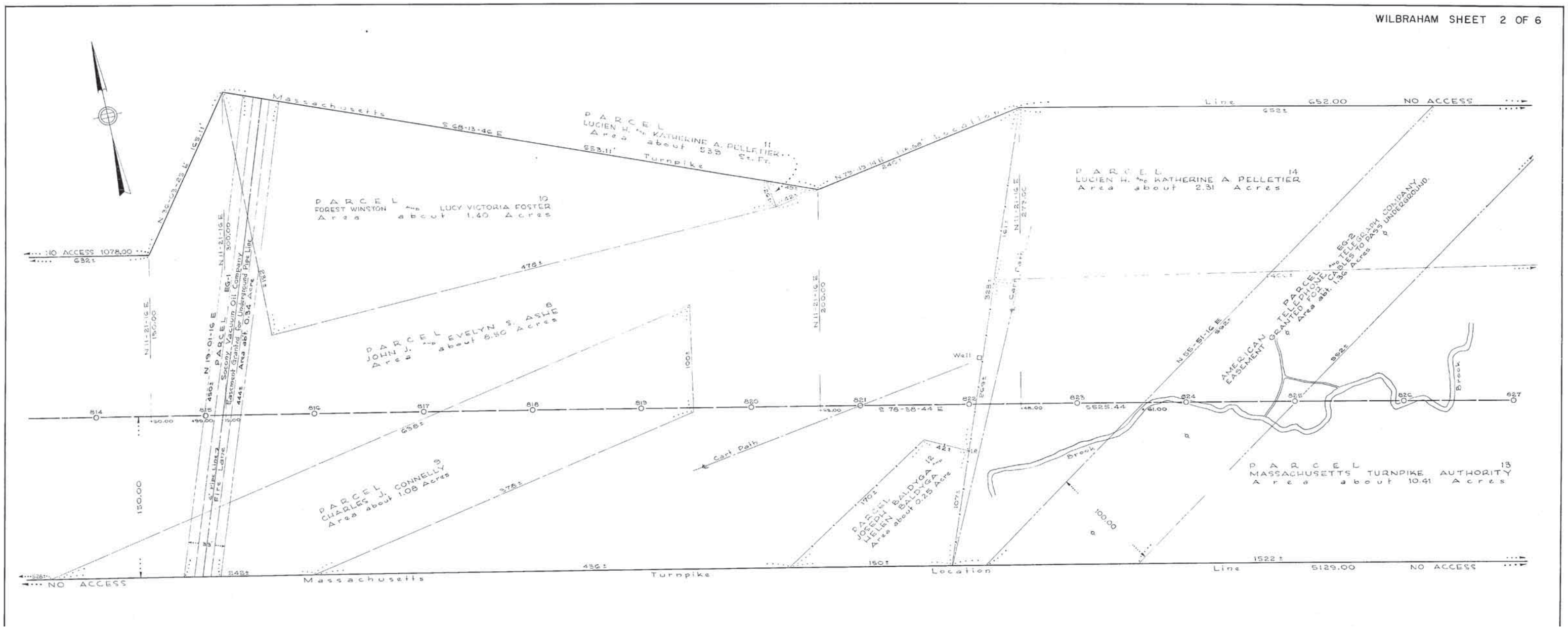
[signature] Member
MASSACHUSETTS TURNPIKE AUTHORITY

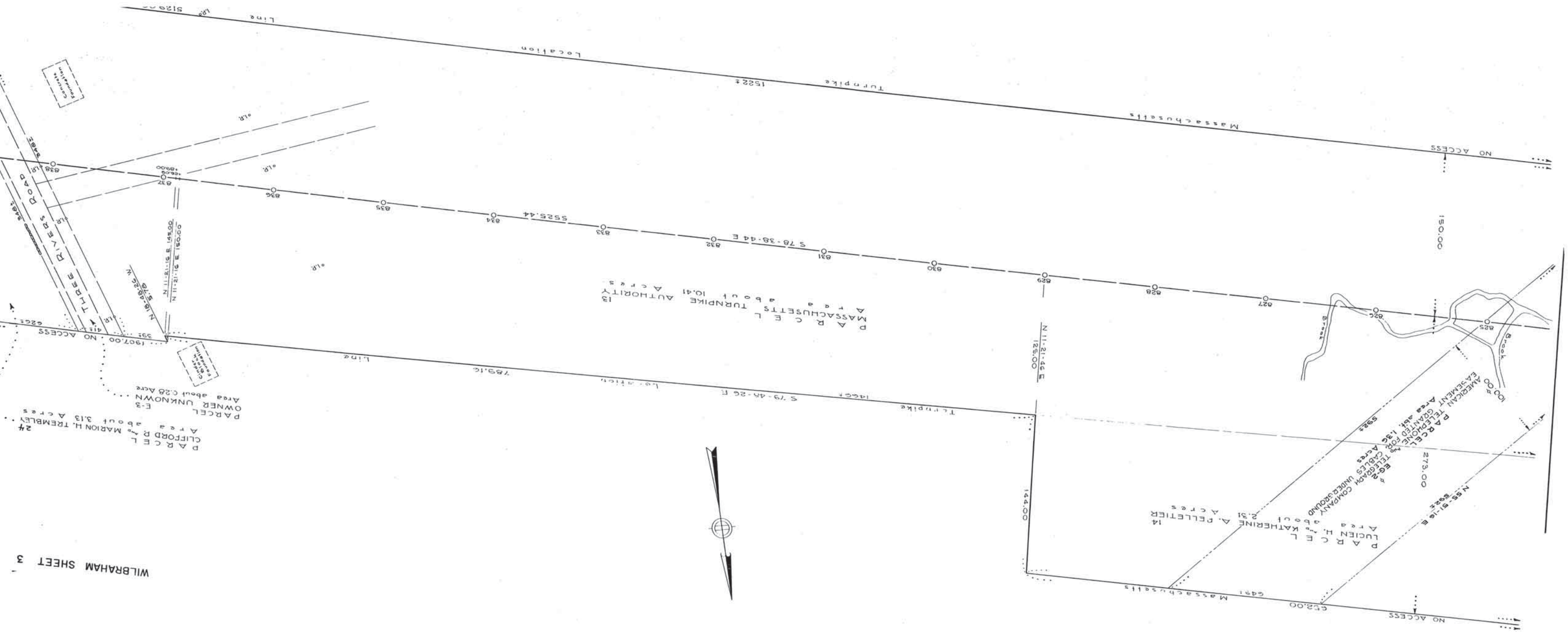
Approved

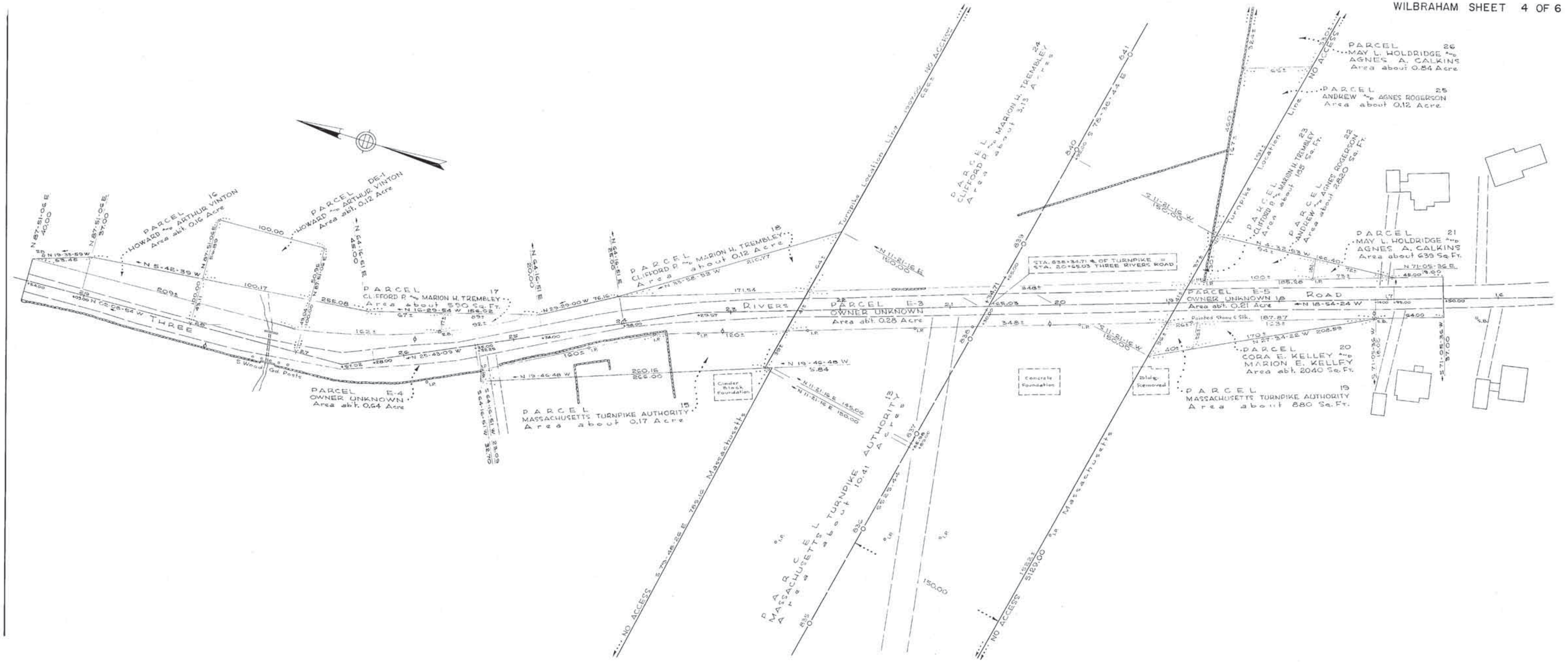
[signature]
Howard, Needles, Tammen & Bergendoff

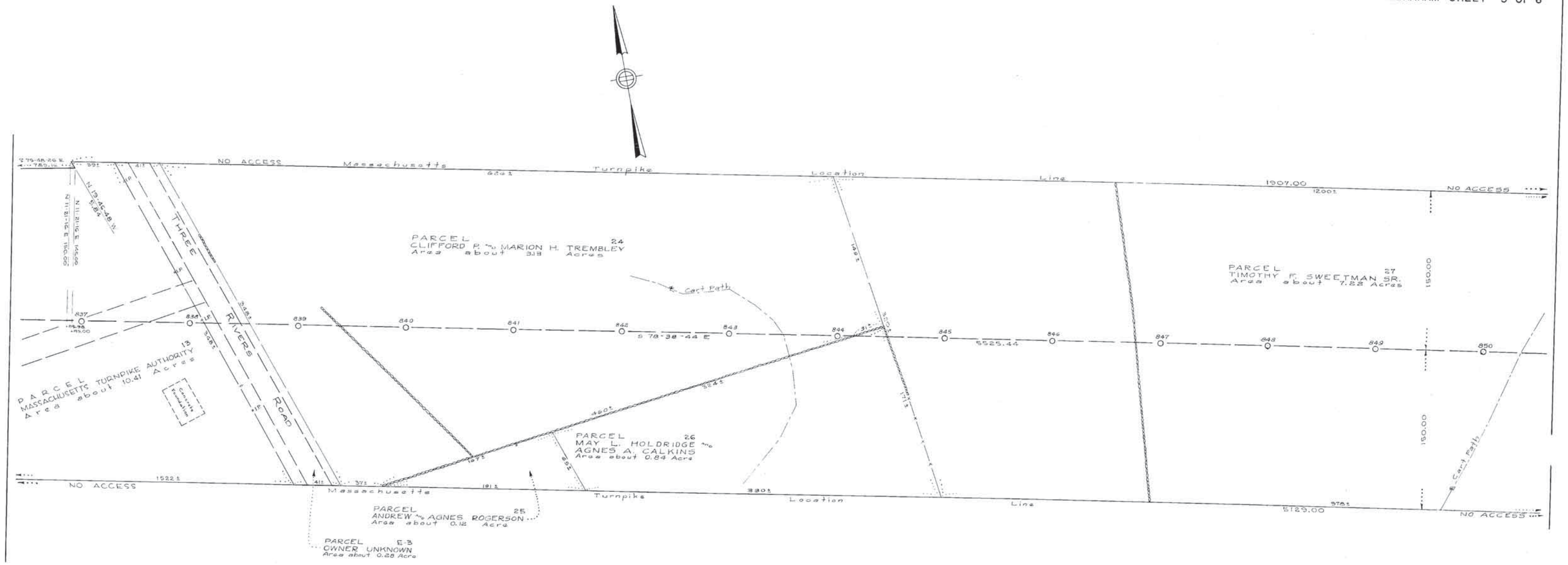
Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
MASSACHUSETTS TURNPIKE
in the Town of
WILBRAHAM
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: APRIL 7, 1955.
Scale: 40 feet to the inch

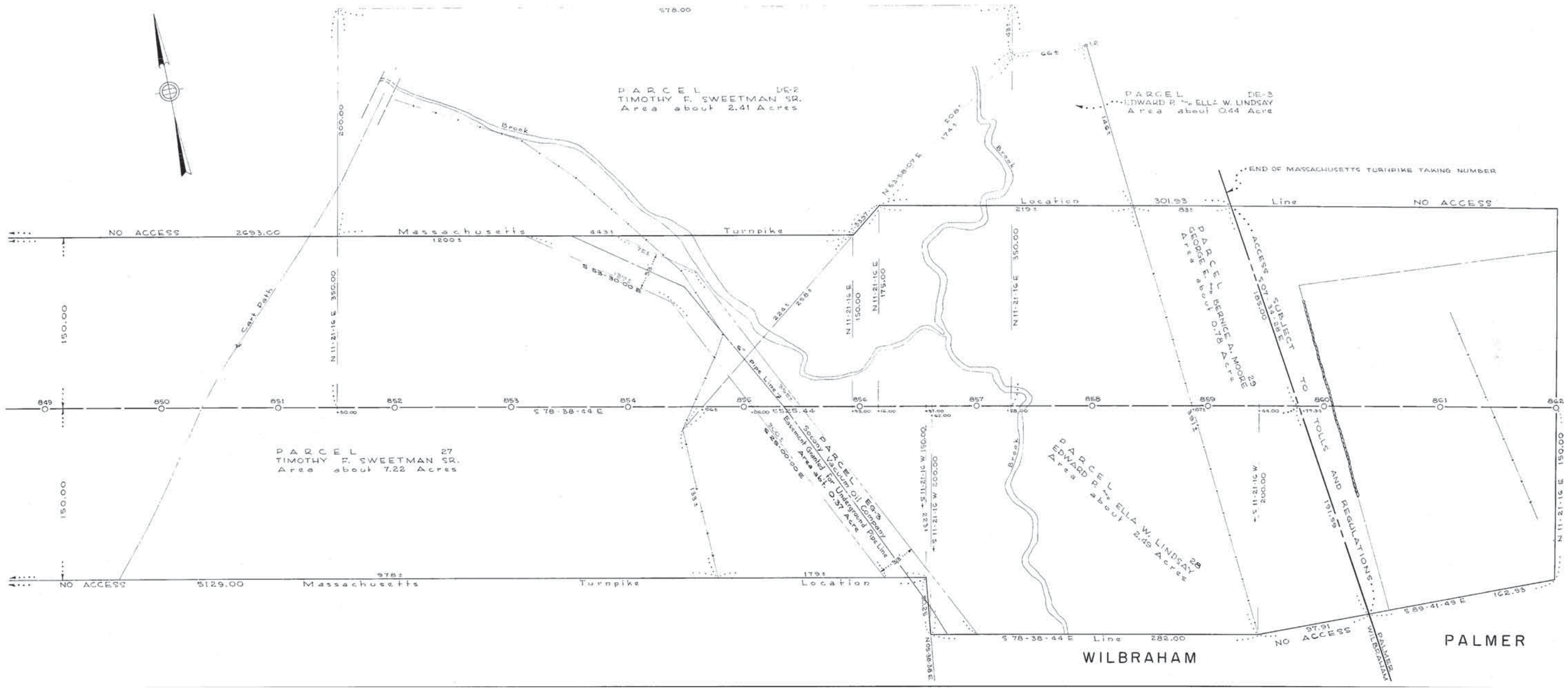
[signature]
Chief Engineer


Massachusetts Turnpike Location Line
NO ACCESS
652.00
5129.00
S 68-13-46 E
553.11'
N 76-13-18 E
N 76-03-29 E
N 19-01-16 E
N 11-21-16 E
E 76-38-44 E
N 56-51-16 E
10 ACCESS 1078.00
PARCEL 10
FOREST WINSTON and LUCY VICTORIA FOSTER
Area about 1.40 Acres
PARCEL 11
LUCIEN H. and KATHERINE A. PELLETIER
Area about 535 Sq. Ft.
PARCEL 14
LUCIEN H. and KATHERINE A. PELLETIER
Area about 2.31 Acres
PARCEL 8
JOHN J. and EVELYN S. ASHE
Area about 8.40 Acres
PARCEL 9
CHARLES J. CONNELLY
Area about 1.08 Acres
PARCEL 12
JOSEPH and HELEN BALDYGA
Area about 0.25 Acre
PARCEL 13
MASSACHUSETTS TURNPIKE AUTHORITY
Area about 10.41 Acres
PARCEL BG-1
Secondary Vacuum Oil Company
Easement Grantee for Underground Pipe Line
Area abt. 0.34 Acre
PARCEL EG-2
AMERICAN TELEPHONE and TELEGRAPH COMPANY
EASEMENT GRANTED FOR CABLES TO PASS UNDERGROUND
Area abt. 1.36 Acres
Fire Line
Cart Path
Wall
Brook
814
815
816
817
818
819
820
821
822
823
824
825
826
827
NO ACCESS


WILBRAHAM SHEET 3
NO ACCESS
Massachusetts Turnpike Location
1522±
Line
P.R.
S12°
PARCEL
CLIFFORD R. & MARION H. TREMBLEY
24
Area about 3.13 Acres
E-3
PARCEL
OWNER UNKNOWN
Area about 0.28 Acres
Concrete Foundation
TIBBE RIVERS ROAD
N 11°-21'-16" E 145.00
N 11°-21'-16" E 150.00
N 18°-48'-26" W
S 79°
1907.00
NO ACCESS
Line
789.16
Location
S 79°-48'-26" E
Turnpike
Tract
PARCEL
LUCIEN H. & KATHERINE A. PELLETIER
14
Area about 2.31 Acres
N 55°-51'-16" E
273.00
PARCEL
NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY
EG-2
PARCEL
TELEPHONE & CABLES UNDERGROUND
Area about 1.36 Acres
S 26°
100.00 TEMPORARY EASEMENT
Brook
Brook
150.00
N 11°-21'-46" E
125.00
144.00
NO ACCESS
662.00
Massachusetts
S 79°-38'-44" E
552.44
PARCEL
MASSACHUSETTS TURNPIKE AUTHORITY
13
Area about 10.41 Acres
P.R.
S12°


PARCEL 26
MAY L. HOLDRIDGE AND AGNES A. CALKINS
Area about 0.84 Acre
PARCEL 25
ANDREW AND AGNES ROGERSON
Area about 0.12 Acre
PARCEL 24
CLIFFORD P. AND MARION H. TREMBLEY
Area about 3.13 Acres
PARCEL 23
CLIFFORD P. AND MARION H. TREMBLEY
Area about 185 Sq. Ft.
PARCEL 22
ANDREW AND AGNES ROGERSON
Area about 2820 Sq. Ft.
PARCEL 21
MAY L. HOLDRIDGE AND AGNES A. CALKINS
Area about 639 Sq. Ft.
PARCEL 20
CORA E. KELLEY AND MARION E. KELLEY
Area abt. 2040 Sq. Ft.
PARCEL 19
MASSACHUSETTS TURNPIKE AUTHORITY
Area about 880 Sq. Ft.
PARCEL E-5
OWNER UNKNOWN 18
Area abt. 0.21 Acre
PARCEL E-3
OWNER UNKNOWN
Area abt. 0.28 Acre
PARCEL 18
CLIFFORD P. AND MARION H. TREMBLEY
Area about 0.12 Acre
PARCEL 17
CLIFFORD P. AND MARION H. TREMBLEY
Area about 550 Sq. Ft.
PARCEL 15
MASSACHUSETTS TURNPIKE AUTHORITY
Area about 0.17 Acre
PARCEL 13
MASSACHUSETTS TURNPIKE AUTHORITY
Area about 10.41 Acres
PARCEL E-4
OWNER UNKNOWN
Area abt. 0.64 Acre
PARCEL DE-1
HOWARD AND ARTHUR VINTON
Area abt. 0.12 Acre
PARCEL 16
HOWARD AND ARTHUR VINTON
Area abt. 0.16 Acre
THREE RIVERS ROAD
STA. 838+34.71 ℄ OF TURNPIKE = STA. 20+65.03 THREE RIVERS ROAD
Turnpike Location Line
NO ACCESS
Massachusetts
S 76-36-44 E
S 73-48-26 E 765.16
5189.00
Concrete Foundation
Bldg. Removed
Cinder Block Foundation
Painted Stone & Stk.
S Wood Gd. Posts


NO ACCESS
Massachusetts
Turnpike
Location
Line
1907.00
NO ACCESS
PARCEL 24
CLIFFORD P. & MARION H. TREMBLEY
Area about 3.18 Acres
PARCEL 27
TIMOTHY F. SWEETMAN SR.
Area about 7.22 Acres
Cart Path
S 78-38-44 E
5525.44
PARCEL 13
MASSACHUSETTS TURNPIKE AUTHORITY
Area about 10.41 Acres
Concrete Foundation
THREE RIVERS ROAD
PARCEL 26
MAY L. HOLDRIDGE & AGNES A. CALKINS
Area about 0.84 Acre
PARCEL 25
ANDREW & AGNES ROGERSON
Area about 0.12 Acre
PARCEL E-3
OWNER UNKNOWN
Area about 0.28 Acre
5129.00
NO ACCESS


578.00
PARCEL DE-2
TIMOTHY F. SWEETMAN SR.
Area about 2.41 Acres
PARCEL DE-3
EDWARD R. & ELLA W. LINDSAY
Area about 0.44 Acre
END OF MASSACHUSETTS TURNPIKE TAKING NUMBER
NO ACCESS
2693.00
Massachusetts
Turnpike
Location
Line
301.93
NO ACCESS
Brook
Cart Path
N 11-21-16 E 350.00
N 11-21-16 E 150.00
N 11-21-16 E 175.00
N 11-21-16 E 350.00
S 53-30-00 E
N 53-18-07 E
S 78-38-44 E
PARCEL 27
TIMOTHY F. SWEETMAN SR.
Area about 7.22 Acres
PARCEL 60-3
Sun Oil Company
Area about 0.37 Acre
PARCEL DE-4
GEORGE E. & BERNICE A. MOORE
Area about 0.78 Acre
PARCEL DE-5
EDWARD R. & ELLA W. LINDSAY
Area about 2.45 Acres
ACCESS NOT SUBJECT TO TOLLS AND REGULATIONS
S 11-21-16 W 200.00
S 11-21-16 W 150.00
N 11-21-16 E 150.00
NO ACCESS
5129.00
Massachusetts
Turnpike
Location
S 78-38-44 E Line 282.00
NO ACCESS
97.91
S 89-41-49 E
162.93
WILBRAHAM
PALMER
WILBRAHAM
PALMER

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 30

Town of Wilbraham

County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of Wilbraham, County of Hampden; for the purpose of constructing a grade separation at the intersection of the aforesaid express toll highway with a public highway in said town, and for the purpose of constructing drainage structures and performing related work at two locations in said Town of Wilbraham deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication and not including pipe lines and appurtenances therefor, however affixed to the realty) located thereon, situated in the Town of Wilbraham, County of Hampden, (with the exception of Parcel 13, Parcel 15, and Parcel 19, title to which are already in the said Massachusetts Turnpike Authority) all of said land being taken in fee simple (with the exception of parcels E-1, E-2, E-3, E-4, E-5, DE-1, DE-2 and DE-3 referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained,

excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances, for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Without limiting the scope of the aforesaid takings, the following rights and easements are expressly included in said takings:

1. The rights of easement held by the Socony Vacuum Oil Company, Inc., previous to the date of this instrument, in land included in parcels 8. 9. and 10 and in parcels 27 and 28 as designated on the plan, hereinafter referred to; said Socony Vacuum Oil Company, Inc., to have the right to continue the use of the aforesaid easements for all purposes for which they may be used prior to the effective date hereof until, in the opinion of the Massachusetts Turnpike Authority, the facilities involved have been relocated in accordance with the easements hereinafter granted.

2. The rights of easement held by the American Telephone and Telegraph Company in land included in parcels 13 and 14 as designated on the plan, hereinafter referred to; said American Telephone and Telegraph Company to have the right to continue the use of the aforesaid easements for all purposes for which they may be used prior to the effective date hereof until, in the opinion of the Massachusetts Turnpike Authority, the facilities involved have been relocated in accordance with the easement hereinafter granted.

Excepted and reserved from the rights herein taken are the following:

1. All lawful rights to use that portion of the Chicopee River which is within the express toll highway location lines, hereinafter described.

2. All lawful rights of the public to use, by means of an overhead bridge and appurtenant structures, that portion of Three Rivers Road in the Town of Wilbraham which is within the express toll highway location lines, hereinafter described; also all lawful rights of the public to use those portions of Three Rivers Road in the Town of Wilbraham which are within the Three Rivers Road taking, hereinafter described.

The express toll highway taking is for a portion of the Massachusetts Turnpike 5,605.94 feet in length, and begins at the dividing line between the Town of Ludlow and the Town of Wilbraham and extends in an easterly direction in the Town of Wilbraham to the dividing line between the Town of Wilbraham and the Town of Palmer.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point in the Chicopee River 80.50 feet west of the dividing line between the Town of Ludlow and the Town of Wilbraham, shown on a plan, hereinafter referred to, as station 803 + 72.00. From said point of beginning the main base line extends south 78°-38'-44" east, 5,605.94 feet to a point at the end of the taking; said point being on the dividing line between the Town of Wilbraham and the Town of Palmer and shown as station 859 + 77.94 or said plan.

The northerly location line of the express toll highway taking begins at a point on the dividing line between the Town of Ludlow and the Town of Wilbraham; said point bearing north 11°-21'-16" east, 150.00 feet distant from station 803 + 72.00 of the main base line, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north 11°-21'-16" east, 150.00 feet distant from station 814 + 50.00 of said main base line; thence extends north 36°-03'-25" east, 165.11 feet to a point bearing north

11°-21'-16" east, 300 feet distant from station 815 + 19.00 of said main base line; thence extends south 68°-13'-46" east, 553.11 feet to a point bearing north 11°-21'-16" east, 200.00 feet distant from station 820 + 63.00 of said main base line; thence extends north 79°-49'-14" east, 198.88 feet to a point bearing north 11°-21'-16" east, 273.00 feet distant from station 822 + 48.00 of said main base line; thence extends in an easterly direction 273.00 feet distant from and parallel to said main base line to a point bearing north 11°-21'-46" east, 273.00 feet distant from station 829 + 00.00 of said main base line; thence extends south 11°-21'-46" west, 144.00 feet to a point bearing north 11°-21'-46" east, 129.00 feet distant from station 829 + 00.00 of said main base line; thence extends south 79°-48'-26" east, 789.16 feet to a point bearing north 11°-21'-16" east, 145.00 feet distant from station 836 + 89.00 of said main base line; thence extends north 18°-48'-26" west, 5.78 feet to a point bearing north 11°-21'-16" east, 150.00 feet distant from station 836 + 86.09 of said main base line; thence extends in a southeasterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north 11°-21'-16" east, 150.00 feet distant from station 855 + 93.00 of said main base line; thence extends north 53°-58'-07" east, 33.97 feet to a point bearing north 11°-21'-16" east, 175.00 feet distant from station 856 + 16.00 of said main base line; thence extends in a southeasterly direction 175.00 feet distant from and parallel to said main base line to a point at the end of the taking on the dividing line between the Town of Wilbraham and the Town of Palmer bearing north 07°-34'-28" east, 185.00 feet distant from station 859 + 77.94 of said main base line.

The southerly location line of the express toll highway taking begins at a point on the dividing line between the Town of Ludlow and the Town of Wilbraham; said point bearing south 11°-21'-16" west, 150.00 feet distant from station 805 + 28.00 of the main base line, hereinbefore described; thence extends in a southeasterly direction 150.00 feet distant from and parallel to said main base line to a point bearing south 11°-21'-16" west, 150.00 feet distant from station 856 + 57.00 of said main base line; thence extends south 05°-38'-38" west, 50.25 feet to a point bearing south 11°-21'-16" west, 200.00 feet distant from station 856 + 62.00 of said main base line; thence extends south 78°-38'-44" east, 282.00 feet to a point bearing south 11°-21'-16" west, 200.00 feet distant from station 859 + 44.00 of said main base line; thence extends south 89°-41'-49" east, 97.91 feet to a point at the end of the taking on the dividing line between the Town of Wilbraham and the Town of Palmer, said point bearing south 07°-34'-28" east, 191.59 feet distant from station 859 + 77.94 of said main base line.

The westerly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the Town of Ludlow and the Town of Wilbraham, said point bearing north 11°-21'-16" east, 150.00 feet distant from station 803 + 72.00 of the main base line, hereinbefore described; thence extends in a southeasterly direction along said dividing line between the Town of

Ludlow and the Town of Wilbraham by a curve to the right of a radius of 6400.00 feet, 337.50 feet to a point bearing south 11°-21'-16" west, 150.00 feet distant from station 805 + 28.00 of said main base line.

The easterly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the Town of Wilbraham and the Town of Palmer, said point bearing north 07°-34'-28" west, 185.00 feet distant from station 859 + 77.94 of the main base line, hereinbefore described; thence extends in a southeasterly direction along said dividing line between the Town of Wilbraham and the Town of Palmer, south 07°-34'-28" east, 376.59 feet to a point bearing south 07°-34'-28" east, 191.59 feet distant from station 859 + 77.94 of said main base line.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the taking, hereinbefore described.

Access to, and egress from, said express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:

1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking, as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to change and adjust the lines and grades of two sections of highway in the Town of Wilbraham, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to as the Three Rivers Road taking) is for widening and changing the grade and alignment of Three Rivers Road in the Town of Wilbraham so as to accommodate the same to the design of a grade separation at the intersection of said road with the express toll highway, hereinbefore described, and consists of two sections, one being north of and abutting the northerly location line of the express toll highway, hereinbefore described, and the other being south of and abutting the southerly location line of the aforesaid express toll highway.

The taking for the alteration of Three Rivers Road is more fully described as follows:

The auxiliary base line for said Three Rivers Road taking, begins at a point in the existing location of Three Rivers Road in the Town of Wilbraham, said point bearing south 18°-54'-24" east, 415.03 feet distant from station 838 + 34.71 of the main base line, hereinbefore described, and shown on the plan hereinafter referred to as station 16 + 50.00. From said point of beginning, the auxiliary base line extends north 18°-54'-24" west, 679.57 feet to a point bearing north 18°-54'-24" west, 264.54 feet distant from station 838 + 34.71 of the main base line, hereinbefore described and shown on said plan as station 23 + 29.57; thence extends north 25°-43'-09" west, 328.45 feet to a point of angle, shown on said plan as station 26 + 57.02; thence extends north 02°-08'-54" west, 296.98 feet to a point at the end of the taking in the existing location of Three Rivers Road, said point being shown on said plan as station 29 + 54.00 of said auxiliary base line.

The taking line for said alteration of Three Rivers Road on the northerly side of the express toll highway begins at a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north 11°-21'-16" east, 150.00 feet distant from station 836 + 85.98 of the main base line, hereinbefore described; thence extends north 19°-46'-48" west, 260.16 feet to a point bearing south 64°-16'-51" west, 32.70 feet distant from station 25 + 35.00 of the auxiliary base line, hereinbefore described; thence extends in a northeasterly direction 10.00 feet to a point on the westerly side of said Three Rivers Road, said point bearing south 64°-16'-51" west, 23.09 feet distant from station 25 + 32.25 of said auxiliary base line; thence extends in a northwesterly and then northerly direction along the westerly street line of said Three Rivers Road to a point of angle at the end of the taking, said point bearing south 87°-51'-06" east, 19.00 feet distant from station 29 + 54.00 of said auxiliary base line; thence extends north 87°-51'-06" east, 40.00 feet to a point of angle bearing north 87°-51'-06" east, 21.00 feet

distant from station 29 + 54.00 of said auxiliary base line; thence extends south 19°-33'-59" east, 53.45 feet to a point bearing north 87°-51'-06" east, 37.00 feet distant from station 29 + 03.00 of said auxiliary base line; thence extends south 5°-42'-39" east, 255.08 feet to a point of angle bearing north 64°-16'-51" east, 45.00 feet distant from station 26 + 28.00 of said auxiliary base line; thence extends south 16°-29'-54" east, 156.02 feet to a point of angle bearing north 64°-16'-51" east, 20.00 feet distant from station 24 + 74.00 of said auxiliary base line; thence extends south 29°-29'-00.00" east, 76.16 feet to a point of angle bearing north 64°-16'-51" east, 25.00 feet distant from station 23 + 98.00 of said auxiliary base line; thence extends south 33°-58'-53" east, 210.77 feet to a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north 11°-21'-16" east, 150.00 feet distant from station 838 + 30.00 of said main base line; thence extends in a westerly direction along said northerly location line 144.00 feet to the point of beginning.

The taking line for said alteration of Three Rivers Road on the southerly side of the express toll highway begins at a point in the southerly location line of the express toll highway, hereinbefore described, said point bearing south 11°-21'-16" west, 150.00 feet distant from station 839 + 92.00 of the main base line, hereinbefore described; thence extends south 4°-32'-53" east, 166.40 feet to a point of angle bearing north 71°-05'-36" east, 19.00 feet distant from station 16 + 95.00 of the auxiliary base line, hereinbefore described; thence extends in a southerly direction 19.00 feet distant from and parallel to said auxiliary base line to a point bearing north 71°-05'-36" east, 19.00 feet distant from station 16 + 50.00 of said auxiliary base line; thence extends south 71°-05'-36" west, 37.00 feet to a point of angle bearing south 71°-05'-36" west, 18.00 feet distant from station 16 + 50.00 of said auxiliary base line; thence extends in a northerly direction 18.00 feet distant from and parallel to said auxiliary base line to a point of angle bearing south 71°-05'-36" west, 18.00 feet distant from station 17 + 14.00 of said auxiliary base line; thence extends north 27°-34'-22" west, 208.59 feet to a point on said southerly location line, bearing south 11°-21'-16" west, 150.00 feet distant from station 838 + 65.00 of said main base line; thence extends along the said southerly location line in an easterly direction126.00 feet to the point of beginning.

The lines defining the aforesaid Three Rivers Road taking are further defined by bounds set at angle points and points of curvature.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as parcel E-1,

said easement consisting of the right to construct, maintain, repair, and operate an express toll highway by means of an overhead highway bridge and appurtenant structures, in and over said land and the Chicopee River of which said land constitutes a portion of the bed. Said land and the water flowing over it shall remain subject to any lawful use by the public and others having rights therein which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-2, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-3, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an overhead bridge and appurtenant structures in and over said land, which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Three Rivers Road taking, hereinbefore described, and designated on the plan of said taking as Parcel E-4 and

Parcel E-5, said easements consisting of the right to alter and/or reconstruct and to change the grade and alignment of Three Rivers Road to accommodate the same to the design of a grade separation at the intersection of said road with the express toll highway, hereinbefore described. Said land shall remain subject to any use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway, or the alteration and/or reconstruction of Three Rivers Road.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land adjoining and abutting the northerly taking line of the Three Rivers Road taking, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel DE-1. Said permanent easement consists of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches, together with the right to clean and straighten the course of the existing brook located therein. Said permanent easement is more fully described as follows:

The taking line for said permanent easement begins at a point on the northerly taking line of the Three Rivers Road taking, hereinbefore described, said point being opposite station 28 + 00.00 of the auxiliary base line, hereinbefore described; thence extends north 87°-51'-06" east, 56.89 feet to a point bearing north 87°-51'-06" east, 100.00 feet distant from station 28 + 00.00 of said auxiliary base line; thence extends south 02°-08'-54" east, 100.00 feet to a point bearing north 87°-51'-06" east, 100.00 feet distant from station 27 + 00.00 of said auxiliary base line; thence extends south 87°-51'-06" west, 50.96 feet to a point on the said northerly taking line of the Three Rivers Road taking bearing north 87°-51'-06" east, 49.04 feet distant from station 27 + 00.00 of said auxiliary base line; thence extends in a northerly direction 100.00 feet along said northerly taking line of said Three Rivers Road taking, to the point of beginning.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land adjoining and abutting the northerly location line of the express toll highway, hereinbefore described, and designated on the plan, hereinafter referred to as Parcels DE-2, and DE-3. Said permanent easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches and to clean and change the course of the existing brook thereon, and to perform related work.

Said easements are more fully described as follows:

Parcel DE-2. Beginning at a point in the northerly location line of the express toll highway, hereinbefore described, said point bearing north 11°-21'-16" east, 150.00 feet distant from station 851 + 50.00 of the main base line, hereinbefore described; thence extends north 11°-21'-16" east, 200.00 feet to a point; thence extends in an easterly direction 350.00 feet distant from and parallel to said main base line 578.00 feet to a point bearing north 11°-21'-16" east, 350.00 feet distant from station 857 + 28.00 of said main base line; thence extends south 11°-21'-16" west, 43.00 feet to a point; thence extends south 53°-58'-07" west, 208.00 feet to a point on said northerly location line, said point bearing north 11°-21'-16" east, 150.00 feet distant from station 855 + 93.00 of said main base line; thence extends along said northerly location line in a westerly direction, 150.00 feet distant from and parallel to said main base line 443.00 feet to the point of beginning.

Parcel DE-3. Beginning at a point on the northerly location line of the express toll highway, hereinbefore described, bearing north 11°-21'-16" east, 175.00 feet distant from station 856 + 16.00 of the main base line, hereinbefore described; thence extends north 53°-58'-07" east, 174.00 feet to a point; thence extends along the northerly boundary line of the property of supposed owners Edward P. & Ella W. Lindsay, in an easterly direction 66.00 feet to an iron pipe, as shown on the plan, hereinafter referred to; thence extends in a southerly direction along the common property line of land of said Edward P. & Ella W. Lindsay and land of George E. & Bernice A. Moore, 146.00 feet to a point on said northerly location line; thence extends in an easterly direction along said northerly location line, 219.00 feet to the point of beginning.

An easement is hereby granted to the Socony Vacuum Oil Company, Inc., its successors and assigns, within a portion of the

express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to lay, construct, maintain, repair, replace, and remove, from time to time, one or more lines of underground pipe, for the transportation of petroleum, gas and petroleum products underground within the limits of said portion of the express toll highway taking. Said easement, designated on the plan hereinafter referred to as Parcel EG-1, is more fully described as follows:

The easement is bounded on the north and south by the northerly and southerly location lines of the express toll highway, hereinbefore described. The westerly boundary of said easement passes through station 814 + 99.00 of the main base line, hereinbefore described, on a bearing of north 19°-01'-16" east, and the easterly boundary of said easement is defined by a line 33.00 feet distant from and parallel to the westerly boundary, herein described.

An easement is hereby granted to the American Telephone and Telegraph Company, its associates and allied companies, their successors and assigns, within a portion of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to lay, construct, reconstruct, operate and maintain lines of wires and cables, for the purpose of telephone and telegraph communication, underground within the limits of said portion of the express toll highway taking. Said easement, designated on the plan hereinafter referred to as Parcel EG-2, is more fully described as follows:

The easement is bounded on the north and south by the northerly and southerly location lines of the express toll highway, hereinbefore described. The westerly boundary of said easement passes through station 823 + 61.00 of the main base line, hereinbefore described, on a bearing of north 55°-51'-16" east; and the easterly boundary of said easement is defined by a line 100.00 feet distant from and parallel to the westerly boundary herein described.

An easement is hereby granted to the Socony Vacuum Oil Company, Inc., its successors and assigns, within a portion of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to lay, construct, maintain, repair, replace, and remove, from time to time, one or more lines of underground pipe, for the transportation of petroleum gas and products underground within the limits of said portion of the express toll highway taking. Said easement, designated on the plan hereinafter referred to as Parcel EG-3, is more fully described as follows:

> The easement is bounded on the north and south by the northerly and southerly location lines of the express toll highway, hereinbefore described. The westerly boundary of said easement passes from the said southerly location line through station 855 + 05.00 of the main base line, hereinbefore described, on a bearing of north 25°-00'-00" west, to a point 300 feet distant from said southerly location line, thence extends north 53°-30'-00" west, 139.00 feet to the said northerly location line; the easterly boundary of said easement is defined by a line 33.00 feet distant from and parallel to the westerly boundary herein described.

The aforesaid express toll highway taking and Three Rivers Road taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the Town of WILBRAHAM, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date April 7, 1955 scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield, Massachusetts.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

Parcel No.	Supposed Owner	Area	Award
1	Thomas N. & Anna L. Williams	0.23 Ac.	$1.00
2	Eugene L. Cabrini	0.21 Ac.	1.00
3	Mary L. Olney & Katherine Drislane	0.20 Ac.	1.00
4	George Kemp	0.19 Ac.	1.00
5	Harry Kemp	0.17 Ac.	1.00
6	Esalene Vencentini	0.16 Ac.	1.00
7	Clifton Edwin & Edna Donais Waid	650 Sq.Ft.	1.00
8	John J. & Evelyn S. Ashe	8.50 Ac.	1.00
9	Charles J. Connelly	1.08 Ac.	1.00
10	Forest Winston & Lucy Victoria Foster	1.40 Ac.	1.00
11	Lucien H. & Katherine A. Pelletier	539 Sq.Ft.	1.00
12	Joseph & Helen Baldyga	0.25 Ac.	1.00
13	Massachusetts Turnpike Authority	10.41 Ac.	
14	Lucien H. & Katherine A. Pelletier	2.31 Ac.	1.00
15	Massachusetts Turnpike Authority	0.17 Ac.	
16	Howard & Arthur Vinton	0.16 Ac.	1.00
17	Clifford P. & Marion H. Trembley	590 Sq.Ft.	1.00
18	Clifford P. & Marion H. Trembley	0.12 Ac.	1.00
19	Massachusetts Turnpike Authority	880 Sq.Ft.	
20	Cora E. & Marion E. Kelley	2040 Sq.Ft.	1.00
21	May L. Holdridge & Agnes A. Calkins	639 Sq.Ft.	1.00
22	Andrew & Agnes Rogerson	2820 Sq.Ft.	1.00
23	Clifford P. & Marion H. Trembley	185 Sq.Ft.	1.00
24	Clifford P. & Marion H. Trembley	3.13 Ac.	1.00
25	Andrew & Agnes Rogerson	0.12 Ac.	1.00
26	May L. Holdridge & Agnes A. Calkins	0.84 Ac.	1.00
27	Timothy F. Sweetman, Sr.	7.22 Ac.	1.00

Parcel No.	Supposed Owner	Area	Award
28	Edward P. & Ella W. Lindsay	2.49 Ac.	$1.00
29	George E. & Bernice A. Moose	0.78 Ac.	1.00
E-1	Owner Unknown (Chicopee River)	1.08 Ac.	1.00
E-2	Owner Unknown (Maynard Road)	0.34 Ac.	1.00
E-3	Owner Unknown (Three Rivers Road)	0.28 Ac.	1.00
E-4	Owner Unknown (Three Rivers Road)	0.64 Ac.	1.00
E-5	Owner Unknown (Three Rivers Road)	0.21 Ac.	1.00
DE-1	Howard & Arthur Vinton	0.12 Ac.	1.00
DE-2	Timothy F. Sweetman, Sr.	2.41 Ac.	1.00
DE-3	Edward P. & Ella W. Lindsay	0.44 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 18th day of May, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan; that said Three Rivers Road be altered and/or reconstructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Wilbraham certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that

the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this seventh day of April 1955.

Chairman

Vice Chairman

Member

MASSACHUSETTS TURNPIKE AUTHORITY

Form RW 32

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 39

Hampden SS.

City/Town Wilbraham

April 18, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 7, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Wilbraham, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

1955 **Wilbraham**

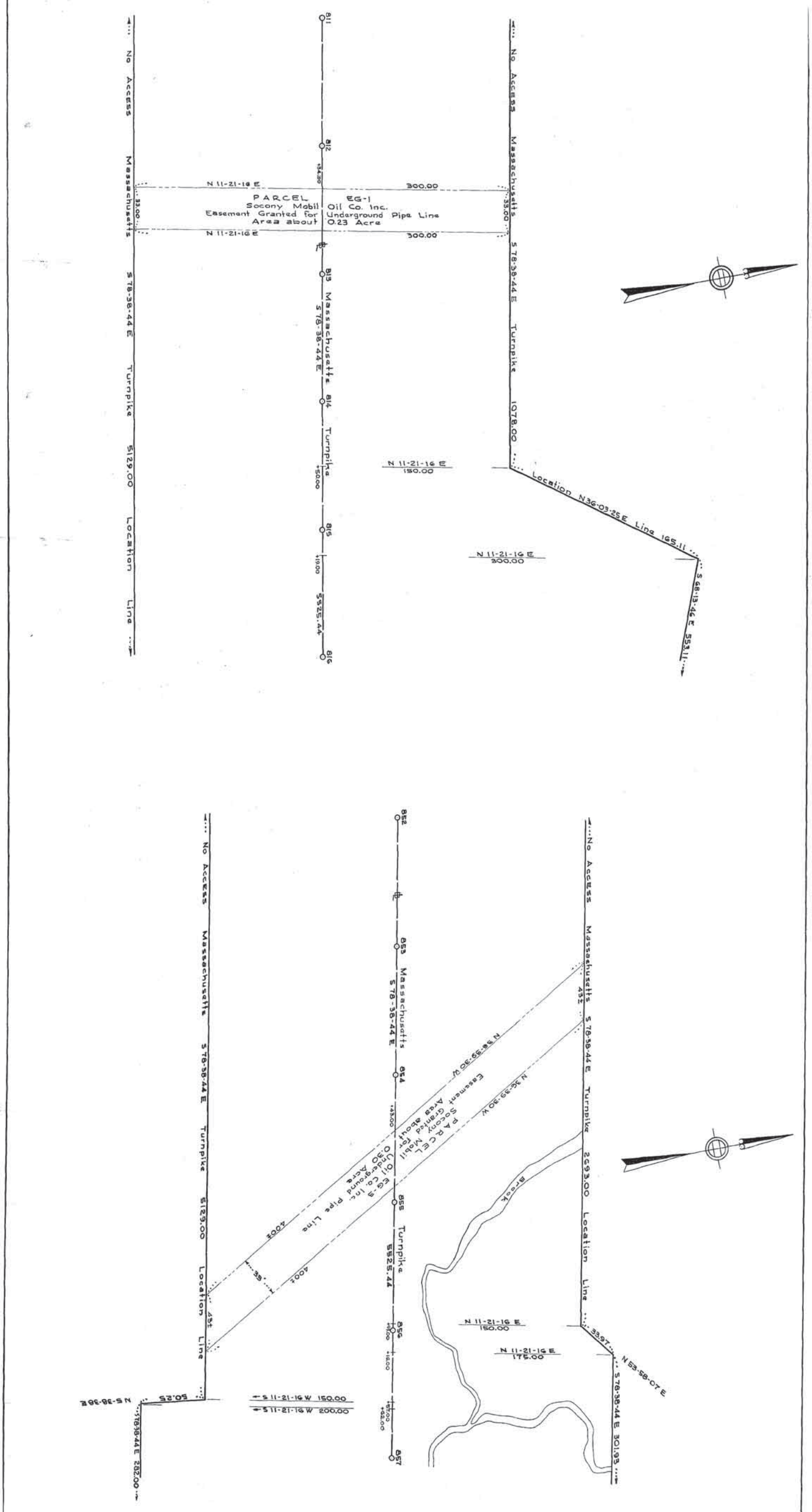
STATE HIGHWAY LAYOUT - #30-amend 1
I-90, Mass. Pike, easements & (2) locations.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGE 129.

INDEXING

STATE HIGHWAY LAYOUT #30-2

Image Info SH72005 Wilbraham
Image Info SH72005 I-90
Image Info SH72005 Mass. Pike



A TRUE COPY, ATTEST _____
SECRETARY - TREASURER

Amendment to
MASSACHUSETTS TURNPIKE AUTHORITY
Order of Taking No. 30
Dated: April 7, 1955
in the Town of

WILBRAHAM

HAMPDEN COUNTY

as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY

Date: November 16, 1955
Scale: 40 feet to the inch

_____
Chief Engineer

Plan showing easements granted to The Socony Mobil Oil Company by The Massachusetts Turnpike Authority in the Town of Wilbraham County of Hampden

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY

_____
_____
_____
MASSACHUSETTS TURNPIKE AUTHORITY

Approved: _____
Howard, Needles, Tammen & Bergendoff

Order of Taking No. 30 - Amendment No. 1

ONE SHEET

Form RW 32

Received 9:45
December 9, 1955

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 30, Amendment No. 1

Hampden SS.

~~City~~/Town Wilbraham

, 19

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 16, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Wilbraham, as shown on said plan.

Attest:

Edward J. Farrell

Asst Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 30
Amendment No. 1
Town of Wilbraham
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 30, dated April 7, 1955 and recorded in the Registry of Deeds for Hampden County, in Book 2381 at Page 320, take certain parcels of land and rights in the Town of Wilbraham, County of Hampden, as and for an express toll highway known as Massachusetts Turnpike or as an alteration and/or relocation therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as Massachusetts Turnpike in the Town of Wilbraham, Hampden County, as prepared by the Massachusetts Turnpike Authority Date: April 7, 1955 Scale: 40 feet to the inch", copies of which Order of Taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Wilbraham; and

WHEREAS, it now appears that in said Order of Taking No. 30 and accompanying plan an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 30 be and the same is hereby amended as follows:

By striking out the provision for granting an easement, designated as Parcel EG-1, to the Socony Vacuum Oil Company, Inc., its successors and assigns, as appearing on pages 10 and 11 of said Order of Taking No. 30 and as shown on the plan referred to in said Order of Taking No. 30 and substituting in place thereof the following:

An easement is hereby granted to the Socony Mobile Oil Company, its successors and assigns, within a portion of the express toll highway taking as described in Order of Taking No. 30. Said easement consists of the right to construct from time to time and to maintain and operate one or more lines of pipe to pass underground, for the transportation of oil, gas, petroleum products, water and other substances, within the limits of portions of said taking, subject to the regulations of the Massachusetts Turnpike Authority and subject also to the requirement that if more than one pipe line should at any time be laid as provided in this easement, each such additional line shall be laid parallel with and adjacent to the first line. Said easement, designated on a plan, referred to in Amendment No. 1 to Order of Taking No. 30 as Parcel EG-1, is more fully described as follows:

The westerly line defining the boundary of said easement begins at a point on the northerly location line of the express toll highway as described in Order of Taking No. 30; thence extends south 11°-21'-16" west, 300.00 feet, passing through the main base line of the express toll highway as described in said Order of Taking No. 30 at station 812 + 34.00 to a point on the southerly location line of the express toll highway as described in said Order of Taking No. 30. The easterly line defining the boundary of said easement is a line 33 feet distant from and parallel to the westerly line, hereinbefore described, extending between said northerly and southerly location line of the express toll highway as described in said Order of Taking No. 30. The easement is bounded on the north and south by the northerly and southerly location lines of the express toll highway, as described in Order of Taking No. 30.

By striking out the provision for granting an easement, described as Parcel EG-3, to the Socony Vacuum Oil Company, Inc., its successors and assigns, as appearing on page 12 of said Order of Taking No. 30 and as shown on the plan referred to in said Order of Taking No. 30, and substituting in place thereof the following:

An easement is hereby granted to the Socony Mobil Oil Company, its successors and assigns, within a portion of the express toll highway taking as described in Order of Taking No. 30. Said easement consists of the right to construct from time to time and to maintain and operate one or more lines of

pipe to pass underground, for the transportation of oil, gas, petroleum products, water and other substances, within the limits of portions of said taking, subject to the regulations of the Massachusetts Turnpike Authority and subject also to the requirements that if more than one pipe line should at any time be laid as provided in this easement, each such additional line shall be laid parallel with and adjacent to the first line. Said easement, designated on a plan, referred to in Amendment No. 1 to Order of Taking No. 30 as Parcel EG-3, is more fully described as follows:

The westerly line defining the boundary of said easement begins at a point on the northerly location line of the express toll highway, as described in Order of Taking No. 30; thence extends south 36°-39'-30" east, 400± feet passing through the main base line of the express toll highway, as described in said Order of Taking No. 30, at station 854 + 43.00 to a point on the southerly location line of the express toll highway, as described in said Order of Taking No. 30. The easterly line defining the boundary of said easement is a line 33.00 feet distant from and parallel to the westerly line, hereinbefore described, extending between the said northerly and southerly location lines of the express toll highway as described in said Order of Taking No. 30. The easement is bounded on the north and south by the northerly and southerly location lines of the express toll highway, as described in Order of Taking No. 30.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this Amendment No. 1 to Order of Taking No. 30, together with a copy of a plan signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority and on file in its office, entitled: "Plan showing easements granted to the Socony Mobil Oil Company by the Massachusetts Turnpike Authority in the Town of Wilbraham, County of Hampden" date: November 16, 1955 scale: 1 inch = 40 feet," in the Registry of Deeds for Hampden County and to file certified copies of said amendment and said plan in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Wilbraham.

Dated at Boston this sixteenth day of November, 1955.

William F. Callahan
Chairman

Benjamin D. Grant
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS TURNPIKE AUTHORITY

1955 **Wilbraham**

STATE HIGHWAY LAYOUT #30-alter. 1
I-90, Mass Pike, alteration near Chicopee River.

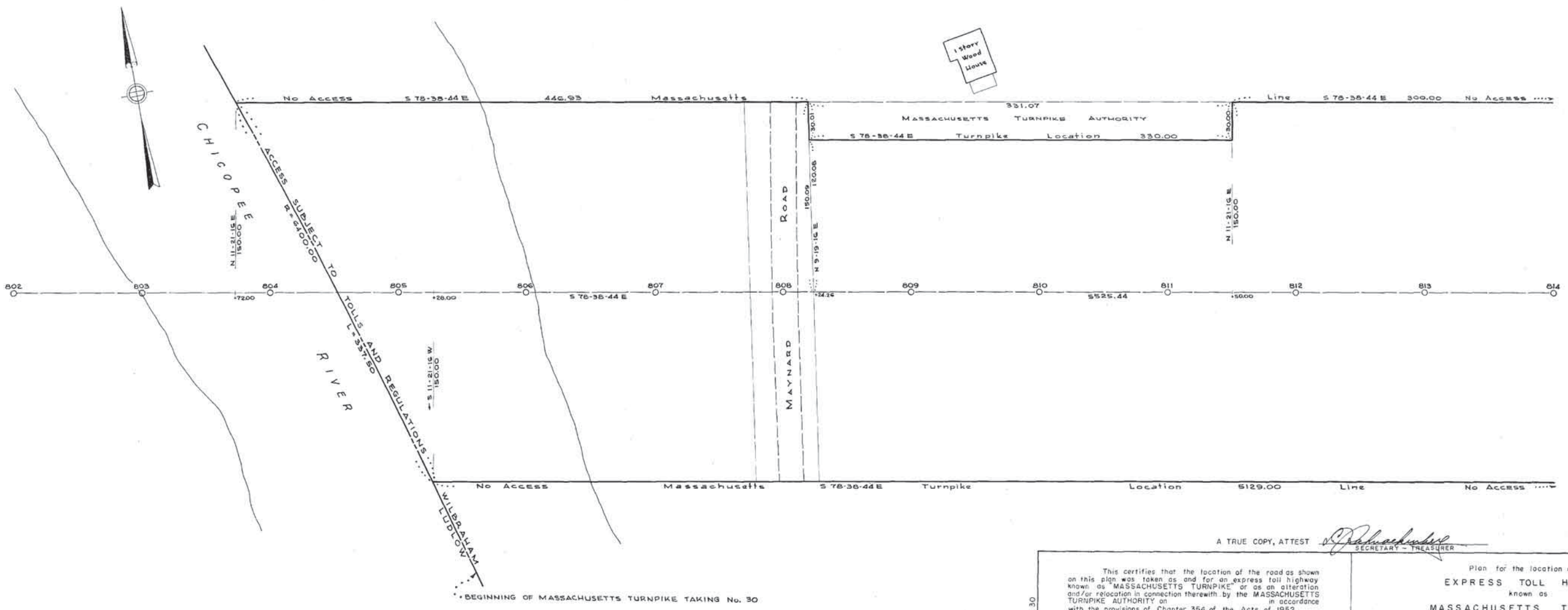
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGE 73.

INDEXING

Plan Name STATE HIGHWAY LAYOUT #30-1

Image Info SH72004 Wilbraham
Image Info SH72004 Chicopee River
Image Info SH72004 I-90
Image Info SH72004 Mass. Pike
Image Info SH72004 Maynard Road

ONE SHEET



A TRUE COPY, ATTEST _____ SECRETARY - TREASURER

ALTERATION No. 1
ORDER OF TAKING No. 30

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on _____ in accordance with the provisions of Chapter 354 of the Acts of 1952.

William B. Callahan Chairman

Benjamin W. Ernst Vice Chairman

John R. Kurz Member

MASSACHUSETTS TURNPIKE AUTHORITY

Approved

J. Henry Scott

Howard, Needles, Tammen & Bergendoff

Plan for the location of an

EXPRESS TOLL HIGHWAY

known as

MASSACHUSETTS TURNPIKE

in the Town of

WILBRAHAM

HAMPDEN COUNTY

as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Date :

Scale: 40 feet to the inch

P.H. Kaiser

Chief Engineer

Form RW 32

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 30, Alteration No. 1

Hampden SS.

~~City~~/Town Wilbraham

January 13, 19 56 11:15 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated December 22, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ or town of Wilbraham, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 30
Alteration No. 1
Town of Wilbraham
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of April 7, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the State Depratment of Public Works on November 19, 1953, did locate as an express toll highway, a road in the Town of Wilbraham, County of Hampden, as shown on a plan of said express toll highway, on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the clerk of the Town of Wilbraham.

WHEREAS, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the Town of Wilbraham;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for the carrying out the provisions of said Chapter 354 of the Acts of 1952, that the northerly location line of the express toll highway in the Town of Wilbraham as described in Order of Taking No. 30 and as described and shown in the plan therein referred to, recorded in the Registry of Deeds for Hampden County in book 2381 at page 320 be altered, as hereinafter described:

The northerly location line of the express toll highway in the Town of Wilbraham, County of Hampden as described in Order of Taking No. 30 hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line, as described in said Order of Taking No. 30 bearing north 11°-21'-16" east 150.00 feet distant from station 811 + 50.00 of the main baseline as described in Order of Taking No. 30 and as shown on a plan hereinafter referred to. From said point of beginning, the altered northerly location line extends south 11°-21'-16" west 30.00 feet to a point bearing north 11°-21'-16" east 120.00 feet distant from station 811 + 50.00 of said main baseline; thence extends north 78°-38'-44" west 330.00 feet to a point bearing north 9°-19'-16" east 120.08 feet distant from station 808 + 24.26 of said main baseline; thence extends north 9°-19'-16" east 30.01 feet to a point on said northerly location line as described in said Order of Taking No. 30.

The line defining the altered northerly location line of the aforesaid express toll highway is further defined by bounds set at angle points and at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 30 relative to access to and egress from the express toll highway shall apply to the northerly location line of said express toll highway, as hereby altered and shall not apply to the northerly location line of the aforesaid express toll highway as described in said Order of Taking no. 30 between a point on said northerly location line bearing north 9°-19'-16" east 150.09 feet distant from station 808 + 24.26 of the main base line of the express toll highway hereinbefore referred to and a point on said northerly location line of the express toll highway as described in Order of Taking No. 30, said point bearing north 11°-21'-16" east 150.00 feet distant from station 811 + 50.00 of said main baseline of the express toll highway.

The aforesaid express toll highway alteration is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of Wilbraham, Hampden County, as prepared by the Massachusetts Turnpike Authority, Date December 22, 1955. Scale: 40 feet to the inch" an attested copy of which is to be recorded with the alteration of Order of Taking No. 30 in the Registry of Deeds for Hampden County at Springfield.

It is therefore

Voted, That the northerly location line of the express toll highway in the Town of Wilbraham, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Wilbraham certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 22nd day of December 1955.

William F. Callahan
Chairman

Benjamin J. Gist
Vice-Chairman

John R. Kane
Member

MASSACHUSETTS TURNPIKE AUTHORITY

1955 **Wilbraham**

STATE HIGHWAY LAYOUT #85
I-90, Mass. Pike, taking for easement on Three Rivers Rd.
for I-90, Mass. Pike.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGE 27.

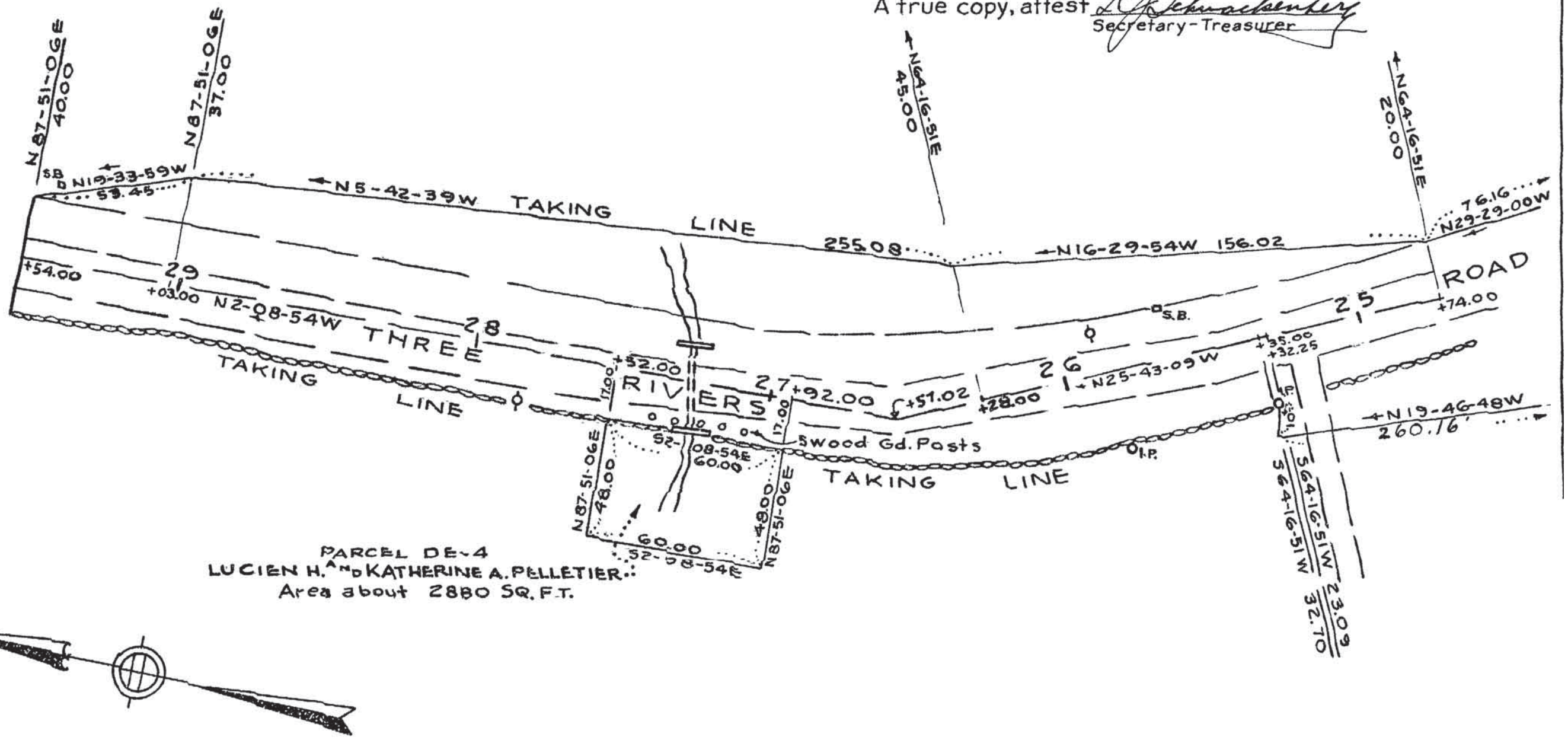
INDEXING

STATE HIGHWAY LAYOUT #85

Image Info SH72006 Wilbraham
Image Info SH72006 I-90
Image Info SH72006 Mass. Pike
Image Info SH72006 Three Rivers Road

Wilbraham - Massachusetts Turnpike Drainage Easement - Sheet 1 of 1 Sheet

A true copy, attest _____
Secretary-Treasurer



PARCEL DE-4
LUCIEN H. AND KATHERINE A. PELLETIER
Area about 2880 SQ. FT.

Order of Taking No 85

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocations in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on July 28, 1955
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman _____
Vice-Chairman _____
Member _____

MASSACHUSETTS TURNPIKE AUTHORITY

Approved _____
Howard, Needles, Tammen & Bergendoff

Plan for the location of a
Drainage Easement
for the
Massachusetts Turnpike
in the town of
Wilbraham
Hampden County
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY

Scale: 1" = 40' Date: July 28, 1955

_____
Chief Engineer

Form RW 32

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 85

Hampden SS.

City/Town Wilbraham

August 12, 1955 11:15 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 20, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Wilbraham, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 85

Town of Wilbraham

County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Wilbraham, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, (however affixed to the realty) located thereon, situated in the Town of Wilbraham, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 30 recorded in the Registry of Deeds for Hampden County, at Springfield, in book 2381 at page 320, it is necessary to construct drainage structures and ditches for which a permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in one taking north of the northerly location line of the aforesaid express toll highway.

The permanent easement constituting said taking consists of the right to enter upon the land included in said taking at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The Three Rivers Road Auxiliary base line, hereinafter referred to, is described in Order of Taking No. 30 recorded in the Registry of Deeds for Hampden County at Springfield in book 2381 at page 320.

The permanent drainage easement taking on the northerly side of the express toll highway as described in the aforesaid Order of Taking No. 30 and consisting of parcel DE-4 as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the taking line for the Alteration of Three Rivers as described in said Order of Taking No. 30, said point bearing south 87°-51'-06" west, 17.00 feet distant from station 26 + 92.00 of said Three Rivers Road Auxiliary base line; thence extends south 87°-51'-06" west, 48.00 feet to a point; thence extends north 2°-08'-54" west, 60.00 feet to a point; thence extends north 87°-51'-06" east, 48.00 feet to a point on said northerly taking line of Three Rivers Road, said point bearing south 87°-51'-06" west, 17.00 feet distant from station 27 + 52.00 of said auxiliary base line; thence extends south 2°-08'-54" east, 60.00 feet to the point of beginning.

The aforesaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of a drainage easement for the Massachusetts Turnpike in the Town of Wilbraham, Hampden County as prepared by the Massachusetts Turnpike Authority. Date: July 28, 1955 Scale 1" = 40'. "

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

Parcel No.	Supposed Owner	Area	Award
DE-4	Lucien H. & Katherine A. Pelletier	2880 s.f.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the sixth day of September, 1955, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easement be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Wilbraham certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easement as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 28th day of July, 1955.

William T. Goodhue
Chairman

Benjamin V. Ford
Vice Chairman

John R. Kuver
Member

MASSACHUSETTS TURNPIKE AUTHORITY

1901 **Wilbraham**

Lands taken for State Highway puposes in Wilbraham - written document - refers to Hampden County Registry of Deeds
Book 645, Page 278.

M.A. Lane to Mass Highway Commission.

This is a written document
in file folder - Mass Highway
Commission 1898-1911.

INDEXING

Lands taken for State Highway purposes in Wilbraham – written document.

Image Info SH72007 Wilbraham
Image Info SH72007 Lane, M.A.

12-22-'98. 500.

Commonwealth of Massachusetts.

Massachusetts Highway Commission.

4 Mt. Vernon St., Boston.

Description of Lands Taken for State Highway Purposes

in the Town of WILBRAHAM, County of HAMPDEN, by vote of the Massachusetts Highway Commission laying out said highway October 24, 1901, filed in the Registry of Deeds for Hampden County, , District, at Springfield, in accordance with Chapter 134 of the Acts of 1898.

THIS IS TO CERTIFY that in laying out this section of State highway the following pieces or parcels of land were taken from property now or formerly owned by the persons hereinafter shown, said land taken being further shown on a copy of a plan signed by the Massachusetts Highway Commission October 24, 1901, filed herewith.

From: —

M. A. Lane.

A strip of land on the north-westerly side of the highway, bounded and described as follows: Beginning at a point in the north-westerly line of the section of State highway as laid out in Wilbraham October 24, 1901, said point being about opposite and 25 feet distant from station 81+68 on the centreline of said State highway; thence in said north-westerly line N. 62° 13' 30" E. to a point opposite and 25 feet distant from station 83+27.25 on said centre line; thence on a curve to the right, of 345 feet radius, to its intersection with a front fence line at a point about opposite and 25 feet distant from station 84+82 on said centre line; and thence in a general south-westerly direction in the line of said front fence to the point of beginning. This strip of land contains about 1,364 sq. ft.

Also a strip of land on the north-easterly side of the highway, bounded and described as follows: Beginning at a point in the north-easterly line of the section of State highway as laid out in Wilbraham Oct. 24, 1901, said point being about opposite and 25 feet distant from station 87+13 on the centre line of said State highway; thence in said north-easterly line, on a curve to the right of 345 feet radius, to a point opposite station 87+32.97 on said centre line; thence S. 44° 57' 10" W. for the distance of about 5.5 feet to a front fence line and thence north-westerly and northerly in the line of said front fence to the point of beginning. This strip of land contains about 99 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,

W. S. Fletcher, Secretary.

17a

Boston, Mass., December 14, 1901.

278

M. A. Lane

To

Mass. Highway Commission

HAMPDEN COUNTY REGISTRY OF DEEDS.

DEC 16 1921

Received 9 H. 40 M. a.m.

Recorded in Book 645, Page 278.

Attest Henry R. Wells

Register.

1903 **Wilbraham**

Lands taken for State Highway puposes in Wilbraham - written document - refers to Hampden County Registry of Deeds Book 661, Page 453.

Bernard Lynch to Mass Highway Commission.

This is a written document in file folder - Mass Highway Commission 1898-1911.

INDEXING

Lands taken for State Highway purposes in Wilbraham – written document.

Image Info SH72007 Wilbraham
Image Info SH72007 Lynch, Bernard

12-22-'98. 500.

Commonwealth of Massachusetts.

Massachusetts Highway Commission.

4 Mt. Vernon St., Boston.

20 Pemberton Square

Description of Lands Taken for State Highway Purposes

in the Town of WILBRAHAM, County of HAMPDEN, by vote of the Massachusetts Highway Commission laying out said highway March 12, 1903, filed in the Registry of Deeds for Hampden County, , District, at Springfield, in accordance with Chapter 134 of the Acts of 1898. (Sec. 97, Chap. 48, Revised Laws)

THIS IS TO CERTIFY that in laying out this section of State highway the following pieces or parcels of land were taken from property now or formerly owned by the persons hereinafter shown, said land taken being further shown on a copy of a plan signed by the Massachusetts Highway Commission March 12, 1903, filed herewith.

From: —

Bernard Lynch. A strip of land on the northerly side of the highway, bounded and described as follows: Beginning at a point in the northerly line of the State highway laid out in Wilbraham March 12, 1903, said point being about opposite and 25 feet distant from station 97+47 on the centre line of said State highway; thence in said northerly line, on a curve to the right of 2,525 feet radius, to its intersection with the line of a front fence at a point about opposite and 25 feet distant from station 98+29 on said centre line; thence westerly in the line of said front fence for the distance of about 84 feet to a point about opposite station 97+47 on said centre line; and thence northerly, in the dividing line between the lands of Bernard Lynch and of Frank J. Lynch, for the distance of about 1 foot, to the point of beginning. This strip of land contains about 70 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,

A B Fletcher
Secretary.

Boston, Mass., April 7, 1903.

78a

1153

2393 Wlb.

Bernard Lynch

To

Massts Highway Commission

HAMPDEN COUNTY REGISTRY OF DEEDS.

APR 8 1908

Received 8 H. 30 M. a.m.

Recorded in Book 661.

Page 453.

Attest Thos R. Mills

Register.

1904 **Wilbraham**

Lands taken for State Highway puposes in Wilbraham - written document - refers to Hampden County Registry of Deeds
Book 677, Page 264.

Harry Butler to Mass Highway Commission.

This is a written document
in file folder - Mass Highway
Commission 1898-1911.

INDEXING

Lands taken for State Highway purposes in Wilbraham – written document.

Image Info SH72007 Wilbraham
Image Info SH72007 Butler, Harry

12-22-'98. 500.

Commonwealth of Massachusetts.

Massachusetts Highway Commission.

4 Mt. Vernon St., Boston.

20 Pemberton Square.

Description of Lands Taken for State Highway Purposes

in the Town of WILBRAHAM, County of HAMPDEN, by vote of the Massachusetts Highway Commission laying out said highway July 28, 1904, filed in the Registry of Deeds for Hampden County, , District, at Springfield, in accordance with Chapter 134 of the Acts of 1898. (Sec. 97, Chap. 48, Revised Laws.)

THIS IS TO CERTIFY that in laying out this section of State highway the following pieces or parcels of land were taken from property now or formerly owned by the persons hereinafter shown, said land taken being further shown on a copy of a plan signed by the Massachusetts Highway Commission July 28, 1904, filed herewith.

From: —

Henry C. Butler.	A strip of land on the northerly side of the highway, bounded and described as follows: Beginning at a point in the northerly line of the State highway laid out in Wilbraham July 28, 1904, at its intersection with the line of a front fence, said point being about opposite and 25 feet distant from station 165+43 on the centre line of said State highway; thence in said northerly line S. 70° 35' 15" E. to its intersection with the line of a front fence at a point about opposite and 25 feet distant from station 167+44 on said centre line; thence north-westerly in the line of said fence to the point of beginning. This strip of land contains about 230 square feet
James K. Butler.	A strip of land on the northerly side of the highway, bounded and described as follows: Beginning at a point in the northerly line of the State highway laid out in Wilbraham July 28, 1904, at its intersection with the line of a front fence, said point being about opposite and 25 feet distant from station 183 on the centre line of said State highway; thence in said northerly line S. 79° 43' 55" E. to its intersection with the line of a front fence at a point about opposite and 25 feet distant from station 187 on said centre line; thence north-westerly in the line of said fence to the point of beginning. This strip of land contains about 250 square feet.

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Walter M. Green. A strip of land on the southerly side of the highway, bounded and described as follows: Beginning at a point in the southerly line of the State highway laid out in Wilbraham July 28, 1904, said point being in the dividing line between the property of the East Wilbraham Church Society and the land of Walter M. Green, and about opposite and 25 feet distant from station 188+88 on the centre line of said State highway; thence in said southerly line S. 82° 33' 25" E. to a point opposite station 191+75.28 on said centre line; thence S. 84° 46' 05" E. to the line of a front fence at a point about opposite and 25 feet distant from station 193+28 on said centre line; thence north-westerly in the line of said fence to its intersection with the said dividing line between the property of the East Wilbraham Church Society and the land of Walter M. Green; thence southerly in said dividing line for the distance of about 2 feet to the point of beginning. This strip of land contains about 660 square feet.

Thomas A. Marshall. A strip of land on the southerly side of the highway, bounded and described as follows: Beginning at a point in the southerly line of the State highway laid out in Wilbraham July 28, 1904, at its intersection with the line of a front fence, said point being about opposite station 196+61 on the centre line of said State highway; thence in said southerly line S. 79° 25' 55" E to its intersection with the line of a front stone wall at a point about opposite and 25 feet distant from station 198+44 on said centre line; thence north-westerly in the line of said wall and of a fence to the point of beginning. This strip of land contains about 380 square feet.

Elsie Jones. A strip of land on the southerly side of the highway, bounded and described as follows: Beginning at a point in the southerly line of the State highway laid out in Wilbraham July 28, 1904, said point being in the dividing line between the land of Thomas A. Marshall and the land of Elsie Jones, and about opposite and 25 feet distant from station 199+52 on the centre line of said State highway; thence in said southerly line S. 79° 25' 55" E to its intersection with the line of a front fence at a point about opposite and 25 feet distant from station 203+23 on said centre line; thence north-westerly in the line of said fence to its intersection with the said dividing line between the land of Elsie Jones and the land of Thomas A. Marshall; thence southerly in said dividing line for the distance of about 8 feet to the point of beginning. This strip of land contains about 1620 square feet.

Elsie Jones.

Also a strip of land on the southerly side of the highway, bounded and described as follows: Beginning at a point in the southerly line of the State highway laid out in Wilbraham July 28, 1904, at its intersection with the line of a front fence, said point being about opposite and 25 feet distant from station 204 on the centre line of said State highway; thence in said southerly line S. 76° 00' 25" E to a point about opposite and 25 feet distant from station 206+70 on said centre line; thence northerly for the distance of about 1.5 feet to the line of a front fence; thence north-westerly in the line of said fence to the point of beginning. This strip of land contains about 390 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,

A B Fletcher

Boston, Mass., August 10, 1904.

Secretary.

5570

Henry C. Butler &c

to

Mass. Highway Commission

HAMPDEN COUNTY REGISTRY OF DEEDS.

AUG 22 1904

Received 8 H. 30 M. a.m.

Recorded in Book 677 Page 264.

Attest [signature]

Register.

File 150

End of Book ~ State Highways ~ Wilbraham